

Great Construction

When the Florida East Coast railroad opened up its extension from Knight's Key to Key West Monday, the most remarkable piece of railroad engineering the world ever knew—that of laying track over bridges and bays 120 miles out to sea—will have been completed and put in service.

This railroad has ordered a number of south end ferries for a service between Key West and Havana, ninety miles across the Straits of Florida, so that to the end of this month there will be what is practically a single railroad from Jacksonville, Florida, to Santiago de Cuba, at the far southwestern end of the island of Cuba. Soon the traveler can board the Pullman car in New York, it reaches Key West at night asleep, he will wake up in the morning still in his berth, to find his car standing in the station of the United Havana Railways in Havana.

And soon the refinery in Central Cuba can load a car with bulk sugar, unskipped, for delivery in Rocky mountain territory. The railroad to Key West and the ferry, practically connect Cuba with the continent by a land route.

Railroad men who laughed at an extension built at a cost of something like \$10,000,000 a mile and called it "Fogler's folly," now admit that it is a deep, but not wide channel.

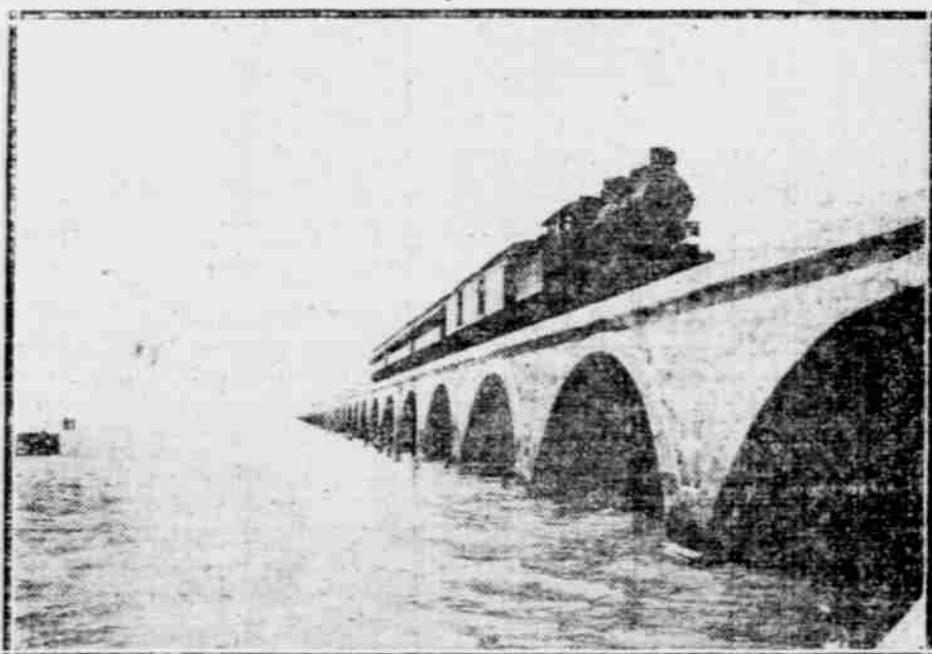
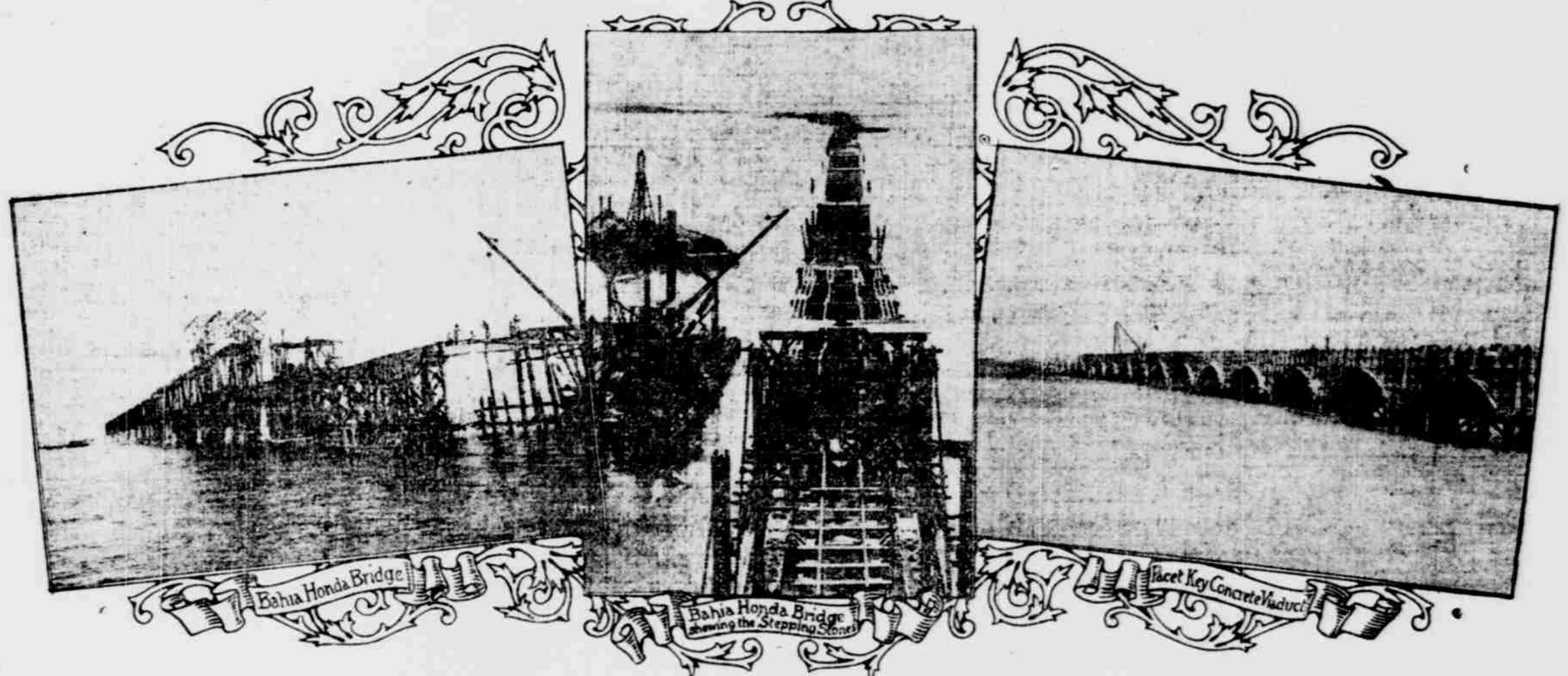
The building of the road has been a tremendous task, and during the hurricane season, a dangerous one. Since February 6, 1905, the line has been open to Knight's Key, a dot of land eighteen miles out in the Gulf of Mexico.

After crossing a thirty-mile arm of the Everglades on an embankment built by dredges out of the blue mud at the swamp, the railroad starts on its voyage over a succession of coral rock keys separated by narrow groves of gulf water seriously under their control. Key Largo, twenty-seven miles long, is crossed, and then the road approaches Long Key, thence out upon the largest and most of the route—two miles of reinforced concrete abutments and arches, holding the track thirty-one feet above blue water.

From Knight's Key to Big Pine Key, the most difficult part of the work was reached. In this stretch of four miles is an aggregate of four miles of bridge, in water thirty feet deep and very rough during storms, in addition to being constantly agitated by fierce tidal currents. Thence to Key West the road runs along the backs of large islands separated by deep, but not wide channels.

Opening the Over Sea Railway to Key West

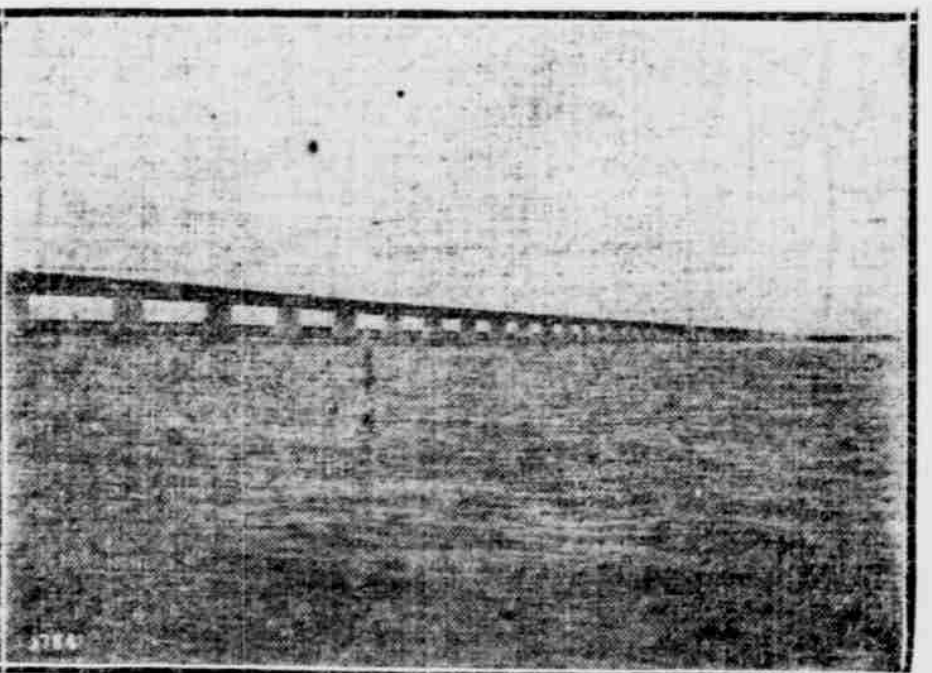
The Remarkable Highway Which Now Joins the Island to the Florida Mainland



LONG KEY CONCRETE VIADUCT—2840 MILES LONG



LONG KEY VIADUCT—2810 MILES LONG



KNIGHTS KEY BRIDGE—MOSEY CHANNEL VIADUCT, SEVEN MILES LONG

A WORD FOR AMERICAN UNIVERSITIES.

We have some very nice things to show in the way of universities, and are not overmuch concerned when we are told that universities to be good, must grow slowly. We deeply regret that we cannot be venerable, but are not, on that account, deterred from setting up institutions which, while awaiting the dignity of age, furnish every possible facility for acquiring and imparting the accumulated learning of the ages, along with the most up-to-date attainments of modern science. And in the course of a half a century we do very well. In less time than that we can strengthen foundations which were not deep enough at first; we can fill in a design which seemed, perhaps, to have been sketched out too largely for our means; and if possibly our university has merited the reproach of trying "to run full blast before it had got in its coat," we can repair that deficiency. All this, if we are fortunate enough to have money provided. As every one knows, a university can spend no end of money. In the special instance which has given rise to these reflections we were so fortunate as to have a founder who literally sacrificed the lands on which

our future depended, until they could bring the price which we needed—and which we eventually got. We were fortunate in having trustees who gave to us liberally out of their abundance. Incidentally, in the course of time, we have been able to educate our trustees; and, let me say, it is somewhat more difficult to educate trustees than students. Our were past masters in the art of giving, but they needed much instruction in the art of governing. In their enthusiasm they governed too much, murmuring with the best will in the world, the functions of president and faculty, whom they were inclined to regard from the standpoint of employers of labor and to treat as factory hands. They were narrowly utilitarian, regarding the university solely as a factory for the instruction of students, with scant regard to its functions of investigation and conservation. They know better now. We all—trustees and faculty alike—discover a good many of our mistakes and learn more from them than from our success.—Scribner.

DIFFERENCE

Knicker—Shakespeare calls sleep "Nature's soft nurse."
Bocker—Yes; but she doesn't try to marry rich old invalids.—Judge.

TRAIN SNOWBOUND FOR WEEKS

An Old Railroad Man Tells of Days Before the Rotary Plow.

"This snow blockade of trains in Western Kansas reminds me of the early day battles with the snow when I was railroading," said an old-time train dispatcher this morning. "That was before the days of the rotary snow plow and a real snowstorm meant the tying up of train service for weeks."

"There's a difference, too, between the snows in the West country and the Eastern article. Back there they usually have more of it, but it seldom drifts. As a general thing a pilot plow with enough engine behind it can back through a good-sized bank. I remember one time when my father was agent at LeRoy, N. Y. Traffic became blocked and things stood still for two weeks. The agents in little places locked their stations and went home and stayed. One day word came along the line to open the road—got everybody they could to carry a shovel and open it up. Father went out and hired two hundred Irishmen and they went at it. As they went through the cuts they made terraces of planks and threw the snow out by relays. Inside of three days trains were running again. The snow never drifted back."

"But that was easy to what I struck in Iowa. I was chief dispatcher for the B. R. C. & N. at Cedar Rapids in the early '70s. They told me they didn't have much snow in that country. The first month I was there they had three feet and it stayed on the ground all winter. In the snowfall the cuts filled up as fast as we could clear a way and we used every engine we had, heating back and forth on the line to keep it open. Even then some of them got stalled and couldn't go either way."

"It would look funny to see it done now, but we rigged up a snow-bunker. We took an old flat car and loaded it with old rails. We put a pilot plow in front and seven engines behind, and turned loose. After repeated bumps, the engineers backed up for a regular 'buster.' By that time they had the snow so packed it was hard as a stone wall. Then they flew into it. The junk car crashed into the snow-jam, went straight into the air and shot steel rails into the landscape for ten rods."

Then the railroader told about a snow blockade that lasted so long that the railroad men lost interest. They got so into the habit of loafing that they did not try to run trains until long after it first would have been possible. When a thaw came the roadbed was in a sad state of neglect. The first train to try its luck was a light freight of sixteen cars. It joggled along merrily until it came to a missing rail.

"Then we were up against it," said the dispatcher, who went along as escort. "In a few minutes the owner of a lumber yard in the town nearby came carrying a scolding on his shoulder, and volunteered to show us how to railroad. That was going some, I tell you. We slowly moved up and onto his wooden rail and finally passed the whole sixteen cars over a piece of 2x4 oak."

"Talk about railroading through snow blockades. Bucking the drifts with a modern rotary isn't to be compared with going at it with a pick and shovel."—Kansas City Star.

ACCOUNTING FOR IT.

"Miss Wrinkles has such a nervous, jumpy sort of way about her."
"Well, you know it will very soon be leap year."—St. Louis Times.

FELT A RIB GOING.

Little Bobbie had attended his first Sunday school and was deeply impressed with the experience. He was told that the first man was named "Adam," and he was very lonely and wandered about with no one to talk to until God finally took pity on him.

Very carefully the Sunday school teacher explained that Adam, after spending a lonely day, laid down to sleep. While he was sleeping an angel came and extracted one of his ribs and laid it alongside of the sleeping Adam. When Adam awoke in the morning he was surprised to find that the rib had been changed into a wife for him, whom he called "Eve."

Bobbie went home that day and explained the tale to his parents. That afternoon, after he had been run-

ning about paying, he developed a pain in his side, and when his mother found him he was lying on his bed, crying bitterly.
"I'm getting a wife," was the sobbing response.—Milwaukee Free Press.

NEARLY TWO MILLION FOREIGNERS IN NEW YORK.

At the census of 1900 the foreign-born white population of New York City was 1,266,918, but at the last census in 1910, it had reached a total of 1,926,500 representing an increase during the ten years of 659,582, or 52.7 per cent.

The following table shows the number of foreign-born whites in New York by nationalities:

| Country | 1910 | 1900 |
|----------------------------|-----------|-----------|
| Total foreign-born | 1,926,500 | 1,266,918 |
| Austria-Hungary | 265,000 | 121,992 |
| Austria | 192,200 | 90,476 |
| Hungary | 72,800 | 31,516 |
| Germany | 279,200 | 324,198 |
| Great Britain | 195,500 | 90,234 |
| England | 78,100 | 68,721 |
| Scotland | 28,900 | 19,825 |
| Wales | 1,700 | 1,886 |
| Ireland | 252,500 | 275,973 |
| Italy | 349,400 | 145,421 |
| Russia and Finland | 485,600 | 184,161 |
| Russia | 478,200 | 189,428 |
| Finland | 7,400 | 4,733 |
| Norman, Sweden and Denmark | 65,000 | 45,367 |
| Norway | 22,200 | 11,387 |
| Sweden | 34,500 | 28,216 |
| Denmark | 7,300 | 5,663 |
| Other Europe | 83,500 | 41,929 |
| France | 18,200 | 14,782 |
| Greece | 8,000 | 1,391 |
| Romania | 22,100 | 10,491 |
| Switzerland | 10,400 | 8,261 |
| All other | 14,800 | 7,917 |
| Canada and Newfoundland | 26,800 | 21,758 |
| All other countries | 22,600 | 10,486 |

When the bowels become irregular you are uncomfortable and the longer this condition exists the worse you feel. You can get rid of this miser, quickly by using HERBINE. Take a dose on going to bed and see how fine you feel next day. Price 50c. Sold by Elvey & Hallett's Pharmacy.

MAKING THE COUNTRY UNATTRACTIVE

The arrival of immigrants at New York up to December 1st of this calendar year numbered 781,958 and the departures 486,794. In other words, the number of those leaving this country by steamer is more than half as great as the number who entered. The total leaving in all the year will run up to 559,000 or even 600,000, and will be over two-thirds the total of those entering New York for the calendar year 1911.

This return tide is not unusual. In the fiscal year 1908 there were 874,685 persons who left by steamer, and those who entered by steamer were only 782,870, so that the emigrants in this year were 21,816 in excess of the immigrants. On the average, the number leaving this country in any year, calendar or fiscal, was for a number of years about one-third as large as those coming to this country. For the past five years, however, the number departing has steadily increased, until it runs year by year at over one-half.

This is a most serious change, of wide effect. Up to about 1860, the number of immigrants leaving this country after entering it, was small. From 1860 to the beginning of the present century, the number leaving was only one-third of those entering. Now, immigration consists of a reflux tide which in some years is so great that the number leaving exceeds the number of those entering, while in nearly all years it is over one-half and frequently rises, as in the present year, to two-thirds or more.

This year the return emigration is increased by many causes. A number of Italians were summoned to Italy to resume their military service, owing to the breaking out of the war with Turkey. Lack of work has sped a large number of persons over the ocean to countries where living is cheaper.—Philadelphia Press.

THE STRANGE PARTY.

Mr. Dresser, with the evening paper—Here's strange news. A New York child hid for thirty hours in her mother's clothes closet!
Mrs. Dresser—I should say it is strange! Imagine a New York woman not changing her clothes in that time!—Judge.

The "IF" Table

If the Republican Automobile, Gold and Trip Contest Was to Close Today, the Following Contestants Would Be the Winners:

| | |
|---|------------------------|
| Grand Prize, Mitchell Touring Car..... | Mrs. E. C. Bond |
| 1st Prize District No. 1—\$200 in gold..... | Mrs. Byron J. Hartwell |
| 1st Prize District No. 2—\$200 in gold..... | Mrs. J. T. Etter |
| 1st Prize District No. 3—\$200 in gold..... | Miss Olive Nichols |
| 2nd Prize District No. 1—\$100 in gold..... | Miss Georgia Ivy |
| 2nd Prize District No. 2—\$100 in gold..... | Miss Leah Bennett |
| 2nd Prize District No. 3—\$100 in gold..... | Miss Clara A. Roberts |
| 3rd Prize District No. 1—Trip to the Coast..... | Chas. B. Ingalls |
| 3rd Prize District No. 2—Trip to the Coast..... | Paul Gage |
| 3rd Prize District No. 3—Trip to the Coast..... | Julius Richard |

These are the positions held by the ten leading contestants today. Who will hold these positions at 10 o'clock P. M. Saturday March 9?

Contestants Vote Standings, 3 p. m., Saturday, February 3, 1912

DISTRICT NO. 1.

| City of Phoenix | |
|---|--------|
| Mrs. E. C. Bond, 770 East Pierce street..... | 28,296 |
| Mrs. Byron J. Hartwell, 715 East Washington street..... | 27,261 |
| Miss Georgia Ivy, 604 South Sixth avenue..... | 26,829 |
| Chas. B. Ingalls, 729 North Seventh avenue..... | 26,628 |
| John Reilly, 524 South Center street..... | 18,142 |
| Ray Ballinger, 1006 South First avenue..... | 6,224 |
| Miss Georgia Woodward, 569 North Fourth street..... | 1,949 |
| Miss Concha Soto, 902 North Second street..... | 1,578 |
| Scott Tremaine, 634 North Sixth avenue..... | 529 |
| Miss Madge Kilpatrick, 1124 South First avenue..... | 526 |
| Miss Leah Lindsey, 809 West Madison street..... | 502 |
| Ivan Wilburg, West Jefferson street..... | 502 |
| Harry Cassidy, Y. M. C. A..... | 502 |
| J. P. Sellers, 300 West Adams street..... | 501 |

DISTRICT NO. 2.

| All Maricopa County Outside of Phoenix. | |
|---|--------|
| Mrs. J. T. Etter, R. F. D. 1..... | 14,944 |
| Miss Leah Bennett, Glendale..... | 12,378 |
| Paul Gage, Mesa..... | 5,750 |
| Lloyd Stevenson, Tempe..... | 1,751 |
| Miss Maude Cummings, Box 188, R. F. D. 2..... | 1,165 |
| Joe Odell, Tempe..... | 1,101 |
| Miss Sarah Fay Porter, Mesa..... | 1,023 |
| Miss Estelle Craig, Tempe..... | 1,016 |
| Mrs. Cora Sutter, R. F. D. No. 1..... | 520 |
| Miss Adeline Meslins, R. F. D. No. 4..... | 514 |
| Miss Marie Stewart, Tempe..... | 512 |
| Miss Grace Brizel, Mesa..... | 506 |
| Miss Martha Cusey, Christy Road..... | 503 |

DISTRICT NO. 3.

| All of Arizona Except Maricopa County. | |
|---|-------|
| Miss Olive Nichols, Hayden, Ariz..... | 8,500 |
| Miss Clara A. Roberts, Parker, Ariz..... | 5,500 |
| Julius Richard, Box 791, Tucson, Ariz..... | 1,119 |
| Roy Pemberton, Roosevelt, Ariz..... | 516 |
| A. Ross, Ray Ariz..... | 815 |
| Miss Ellen Foley, Ash Fork, Arizona..... | 512 |
| Mrs. Hattie Bryan, Peoria, Ariz..... | 510 |
| Mrs. Mary Bartholdi Donston, 208 E. Gurley St., Prescott, Ariz..... | 507 |
| Miss Elsie Curtis, Pima, Ariz..... | 505 |
| Miss Della Owens, Safford, Ariz..... | 505 |
| Miss Kate Matthews, Holbrook, Ariz..... | 501 |
| Miss Anna Dye, Winslow, Ariz..... | 501 |
| Miss Nettie McKay, Congress, Ariz..... | 501 |